FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2005-04

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2005-01			
2004-22-25	COR	Boeing	767-200, -300, and -300F Series
2004-23-06	COR	Boeing	757-200, -200PF, -200CB, and 757-300 Series
2004-24-06		SAAB Aircraft AB	SAAB SF340A and SAAB 340B Series
2004-25-01		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, and 1125 Westwind Astra Series
2004-25-02		Airbus	A320-111, -211, -212, and -231 Series
2004-25-03	S 99-01-17	Airbus	A320-111, -211, -212, and -231 Series
2004-25-12	COR	EMBRAER	EMB-135 and -145 Series
2004-26-03	S 2001-23-02	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, RB211-535C-37, RB211-535E4-B-75, RB211-535E4-C, and RB211-22B-02 Turbofan
2004-26-04	S 99-22-14	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Turbofan
2004-26-05	S 97-07-04	Rolls-Royce plc	Engine: RB211-524B-02, -524B2, -524B3, -524B4, -524C2, -524D4, RB211-524G, and -524H Series
2004-26-06		Boeing	767-300 and 767-300F Series
2004-26-07		Airbus	A318-111, -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, and -231 Series
2004-26-08		Bombardier, Inc.	CL-215-6B11 (CL215T Variant) and CL-215-6B11 (CL415 Variant) Series
2004-26-10	S 2004-05-22	Rolls-Royce Deutschland (RRD)	Tay 611-8, Tay 620-15, Tay 620-15/20, Tay 650-15, Tay 650-15/10, and Tay 651-54 Turbofan
2004-26-12		EMBRAER	ERJ 170 Series
2005-01-01	S 2002-04-10	Airbus	A319 and A320-200 Series
2005-01-02		Lockheed	1329-23A, -23D, -23E, and 1329-25 Series
2005-01-03		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, 747SP and 747SR Series
2005-01-04	S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, C90B, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-01-05	S 2004-09-15	EMBRAER	EMB-135 and EMB-145 Series
2005-01-06		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325 Series
2005-01-07		Boeing	747-100 and -200B Series
2005-01-08		Airbus	A310, A300 B4-600, B4-600R, F4-600R, and C4 605R Variant F (Collectively Called A300-600), Series
2005-01-09		Boeing	747-100, -200B, -200F, -200C, -100B, -300, -100B SUD, -400, -400D, -400F, and 747SR Series
Biweekly 2005-02			
94-01-10 R2	R	Boeing	757-200 and -200PF Series
98-20-38 R1	R	Raytheon Aircraft Company	Beech 200 (A100-1 (U-21J)), Beech 200C, Beech 200CT, Beech 200T, Beech A200 (C-12A) or (C-12C), Beech A200C (UC-12B), Beech A200CT (C-12D), (FWC-12D), (RC-12D), (C-12F), (RC-12G), (RC-12H), (RC-12K), or (RC-12P), B200CT, and B200T
2005-01-12		Boeing	757-200, -200PF, and -200CB Series
2005-01-13		Boeing	767-300 Series
2005-01-15	S 2002-11-08	Rolls-Royce plc	Engine: RB211 Trent 875, 877, 884, 884B, 892, 892B, and 895 Series Turbofan
2005-01-16	S 2001-16-05	Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 Turbofan
2005-01-18	S 93-25-07	Raytheon Aircraft Company	A100–1 (U–21J), 200, B200, A200 (C–12A), A200 (C-12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC-12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12K), 200C, B200C, 200CT, 200T, B200C (C-12F), B200C (UC–12F), B200C (UC-12M), B200CT, 300, B300, B300C, and B300C
2005-01-19	S 2004-10-15	GARMIN International Inc.	Appliance: GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S Transponders

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2005-03			
2004-26-04	COR S 99-22-14	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Turbofan
2004-26-10	COR S 2004-05-22	Rolls-Royce Deutschland (RRD)	Engine: Tay 611-8, Tay 620-15, Tay 620-15/20, Tay 650-15, Tay 650-15/10, and Tay 651-54 Turbofan
2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65–90, 65–A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100–1 (RU–21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, and C99
2005-01-18	COR S 93-25-07	Raytheon Aircraft Company	A100–1 (U–21J), 200, B200, A200 (C–12A), A200 (C–12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC–12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12K), 200C, B200C, 200CT, B200CT, 200T, B200T, B200C (C–12F), B200C (UC–12F), B200C (UC–12M), 300, B300, and B300C
2005-02-02		Boeing	767-200, -300, and -300F Series
2005-02-03	S 99-27-01	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Series Turbofan
2005-02-04		McDonnell Douglas	MD-10-10F, MD-10-30F, MD-11F, DC-10-10F, and DC-10-30F
2005-02-05	S 2003-12-15	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 Series Turbofan
2005-02-06		McDonnell Douglas	MD-11 and MD-11F
2005-02-07		EMBRAER	EMB-135BJ Series
2005-02-08		McDonnell Douglas	MD-11 and MD-11F
2005-02-09		Airbus	A319, A320, and A321 Series
2005-02-10		Boeing	757 Series
2005-03-01		Boeing	747 Series
2005-03-02		Boeing	737–300, –400, –500, 757–200, and –200CB Series
2005-03-03	S 2002-08-07	Boeing	767-200, -300, and -300F Series
2005-03-05	R 2003-04-10	McDonnell Douglas	MD-90-30
Biweekly 2005-04			
2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-03-06	S 2003-05-04	Rolls-Royce Deutschland Ltd. & Co KG	Engine: Tay 611-8, 620-15, 650-15, and 651-54 Turbofan
2005-03-11	COR S 2004-05-10	Boeing	767-200 and -300 Series
2005-03-12	COR	Airbus	A340-200 and A340-300 Series
2005-03-13		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-03-14	COR S 2001-22-02	Airbus	A300 B2 and B4 Series
2005-03-15		BAE Systems (Operations) Ltd	BAe 146 and Avro 146-RJ Series
2005-03-16		Raytheon Aircraft Company	DH.125, HS.125, BH.125, BAe.125 Series 800A (C-29A and U-125) and 800B, Hawker 800 (including variant U-125A), and 800XP
2005-04-01		Boeing	707–E3A (Military), -100, -100B, -300, -300B (-320B Variant), -300C, 720, 720B, 737-100, -200, -200C, -300, -400, -500, 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, 747SP, 747SR, 747-400, and -400F Series
2005-04-02		Dassault Aviation	Falcon 10 Series
2005-04-03		Boeing	747-400, -400D, and -400F Series
2005-04-04		SAAB Aircraft AB	SAAB SF340A and SAAB 340B Series
2005-04-05		Embraer	EMB-135 and -145 Series
2005-04-06		Gulfstream Aerospace Corp.	GV-SP Series
2005-04-07		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, & CL-604) Series
2005-04-51	E	Boeing	747-100B SUD, -200C, -200F, -300, and 747-200B Series

RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

CORRECTION: [*Federal Register: January 27, 2005 (Volume 70, Number 17); Page 3871; www.access.gpo.gov/su_docs/aces/aces140.html*]

2005-01-04 Raytheon Aircraft Company: Amendment 39-13928; Docket No. FAA-2004-19089; Directorate Identifier 2000-CE-38-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on February 22, 2005.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 98-15-13, Amendment 39-10664.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Series
(1) 65–90	LJ–1 through LJ–75, and LJ–77 through LJ–113.
(2) 65–A90	LJ–76, LJ–114 through LJ–317, and LJ–178A.
(3) B90	LJ–318 through LJ–501.
(4) C90	LJ–502 through LJ–1062.
(5) C90A	LJ–1063 through LJ–1287, LJ–1289 through LJ–1294, and LJ–1296 through LJ–1299.
(6) C90A	LJ–1288, LJ–1295, and LJ–1300 through LJ–1445.
(7) E90	LW–1 through LW–347.
(8) F90	LA–2 through LA–236.
(9) H90	LL–1 through LL–61.
(10) 100	B–2 through B–89, and B–93.
(11) A100	B–1, B–90 through B–92, B–94 through B–204, and B–206 through B–247.
(12) A100–1 (RU–21J)	BB–3 through BB–5.
(13) B100	BE–1 through BE–137.
(14) 200	BB–2, BB–6 through BB–185, BB–187 through BB–202, BB–204 through BB–269, BB–271 through BB–407, BB–409 through BB–468, BB–470 through BB–488, BB–490 through BB–509, BB–511 through BB–529, BB–531 through BB–550, BB–552 through BB–562, BB–564 through BB–572, BB–574 through BB–590, BB–592 through BB–608, BB–610 through BB–626, BB–628 through BB–646, BB–648 through BB–664, BB–735 through BB–792, BB–794 through BB–797, BB–799 through BB–822, BB–824 through BB–828, BB–830 through BB–853, BB–872, BB–873, BB–892, BB–893, and BB–912.

(15) 200C	BL–1 through BL–23, and BL–25 through BL–36.
(16) 200CT	BN–1.
(17) 200T	BT–1 through BT–22, and BT–28.
(18) A200	BC–1 through BC–75, and BD–1 through BD–30.
(19) A200C	BJ–1 through BJ–66.
(20) A200CT	BP–1, BP–7 through BP–11, BP–22, BP–24 through BP–63, FC–1 through FC–3, FE–1 through FE–36, and GR–1 through GR–19.
(21) B200	BB–829, BB–854 through BB–870, BB–874 through BB–891, BB–894, BB–896 through BB–911, BB–913 through BB–990, BB–992 through BB–1051, BB–1053 through BB–1092, BB–1094, BB–1095, BB–1099 through BB–1104, BB–1106 through BB–1116, BB–1118 through BB–1184, BB–1186 through BB–1263, BB–1265 through BB–1288, BB–1290 through BB–1300, BB–1302 through BB–1425, BB–1427 through BB–1447, BB–1449, BB–1450, BB–1452, BB–1453, BB–1455, BB–1456, and BB–1458 through BB–1536.
(22) B200C	BL–37 through BL–57, BL–61 through BL–140, BU–1 through BU–10, BV–1 through BV–12, and BW–1 through BW–21.
(23) B200CT	BN–2 through BN–4, BU–11, BU–12, FG–1, and FG–2.
(24) B200T	BT–23 through BT–27, and BT–29 through BT–38.
(25) 300	FA–1 through BA–230, and FF–1 through FF–19.
(26) B300	FL–1 through FL–141.
(27) B300C	FM–1 through FM–9, and FN–1.
(28) 99, 99A, A99, A99A	U–1 through U–49, U–51 through U–145, and U–147.
(29) B99	U–146, and U–148 through U–164.
(30) C99	U–50, and U–165 through U–239.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of blockage of fuel hose due to hose delamination. The actions specified in this AD are intended to prevent fuel flow interruption, which could lead to uncommanded loss of engine power and loss of control of the airplane.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) For airplanes manufactured prior to January 1, 1994, check airplane maintenance records for any MIL-H–6000B fuel hose replacement from January 1, 1994, up to and including the effective date of this AD.	For all affected airplanes other than Models 99, 99A, A99, A99A, B99, and C99: Within 200 hours time-in-service (TIS) after August 28, 1998 (the effective date of AD 98–15–13). For all affected Models 99, 99A, A99, A99A, B99, and C99 airplanes: Within the next 200 hours TIS after February 22, 2005 (the effective date of this AD).	Documented compliance with AD 98–15–13 or follow PART II of the ACCOMPLISHMENT INSTRUCTIONS section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000. An owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations 914 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.7 of the Federal Aviation Regulations (14 CFR 43.9) can accomplish paragraph (e)(1) required by this AD.
(2) If the airplane records show that a MIL–H–6000B fuel hose has been replaced, inspect the airplane fuel hoses for a $^{3}/_{8}$-inch-wide red or orange-red, length-wise stripe, with manufacturer's code, 94519, printed periodically along the line in red letters on one side. The hoses have a spiral or diagonal outer wrap with a fabric-type texture on the rubber surface.	For all affected airplanes other than the Models 99, 99A, A99, A99A, B99, and C99: Within 200 hours TIS after August 28, 1998 (the effective date of AD 98–15–13). For all affected Models 99, 99A, A99, A99A, B99, and C99 airplanes: Within the next 200 hours TIS after February 22, 2005 (the effective date of this AD).	Documented compliance with AD 98–15–13 or follow PART II of the ACCOMPLISHMENT INSTRUCTIONS Section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000.
(3) Replace any fuel hose that matches the description in paragraph (e)(2) of this AD with an FAA-approved MIL–H–6000B fuel hose that has a criss-cross or braided external wrap.	For all affected airplanes other than the Models 99, 99A, A99, A99A, B99, and C99: Within 200 hours TIS after August 28, 1998 (the effective date of AD 98–15–13). For all affected Models 99, 99A, A99, A99A, B99, and C99 airplanes: Within the next 200 hours TIS after February 22, 2005 (the effective date of this AD).	Documented compliance with AD 98–15–13 or follow PART II of the ACCOMPLISHMENT INSTRUCTIONS Section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000.

(4) For Raytheon Models C90A, B200, and B300 airplanes that were manufactured on January 1, 1994, and after, replace the MIL–H–6000B fuel hoses.	Within 200 hours TIS after August 28, 1998 (the effective date of AD 98–15–13).	Documented compliance with AD 98–15–13 or follow PART I of the ACCOMPLISHMENT INSTRUCTIONS Section in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000.
(5) Do not install a rubber fuel hose having spiral or diagonal external wrap with a $^{3}/_{8}$-inch-wide red or orange-red, length-wise stripe running down the side of the hose, with the manufacturer's code, 94519, printed periodically along the line in red letters on any of the affected airplanes.	As of February 22, 2005 (the effective date of this AD).	Not applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Jeffrey A. Pretz, Aerospace Engineer, ACE-116W, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4153; facsimile: (316) 946-4407.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Raytheon Aircraft Mandatory Service Bulletin SB 2718, Revision 1, dated June 1997; or Revision 2, dated April 2000. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 625-7043. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html* or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at *http://dms.dot.gov*. The docket number is FAA-2004-19089.

Issued in Kansas City, Missouri, on December 27, 2004.
William J. Timberlake,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-35 Filed 1-5-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

ROLLS-ROYCE DEUTSCHLAND LTD. & CO KG
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2005-03-06 Rolls-Royce Deutschland Ltd. & Co KG (formerly Rolls-Royce plc): Amendment 39-13962. Docket No. 2002-NE-37-AD.

Effective Date

(a) This AD becomes effective March 17, 2005.

Affected ADs

(b) This AD supersedes AD 2003-05-04.

Applicability

(c) This AD applies to Rolls-Royce Deutschland Ltd. & Co KG (RRD) (formerly Rolls-Royce plc) Model Tay 611-8, 620-15, 650-15, and 651-54 turbofan engines, with low pressure (LP) fuel tube, part number (P/N) JR33021A, installed. These engines are installed on, but not limited to, Fokker F.28 Mark 0100 airplanes, Supplemental Type Certificate No. SA842SW, Boeing 727 airplanes, and Gulfstream G-IV airplanes.

Unsafe Condition

(d) This AD results from the manufacturer introducing a new design LP fuel tube which eliminates the unsafe condition. The actions specified in this AD are intended to prevent a dual-engine flameout due to fuel exhaustion which could lead to forced landing and possible damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Initial Inspection

(f) Before further flight, for Tay 611-8 and 651-54 turbofan engines with part 4 of RRD service bulletin (SB) TAY-73-1194 incorporated, inspect the LP fuel tube for fretting, and replace as necessary. Use 3.C.1. through 3.C.13. of the Accomplishment Instructions of RRD Service Bulletin (SB) No. TAY-73-1553, Revision 2, dated April 23, 2003.

(g) Before further flight, for Tay 620-15 and 650-15 turbofan engines, inspect the LP fuel tube for fretting, and replace as necessary. Use 3.C.1. through 3.C.13. of the Accomplishment Instructions of RRD SB No. TAY-73-1593, dated April 23, 2003.

Repetitive Inspections

(h) Thereafter, inspect the LP fuel tube for fretting, at intervals not to exceed 2,000 hours time-in-service (TIS) since the last inspection, and replace as necessary. Use 3.C.1. through 3.C.13. of the Accomplishment Instructions of RRD SBs referenced in paragraphs (f) and (g) of this AD.

Mandatory Terminating Action

(i) As mandatory terminating action to the repetitive inspections required by this AD, replace fuel tube, P/N JR33021, with a fuel tube P/N that is not listed in this AD. Information on fuel tube replacement can be found in RRD SB No. TAY-73-1592, dated April 30, 2003. Use the following compliance times:

(1) For fuel tubes with fewer than 4,000 hours TIS on the effective date of this AD, replace fuel tube within 10 additional cycles-in-service or before reaching 4,000 hours TIS, whichever occurs later.

(2) For fuel tubes with 4,000 or more hours TIS on the effective date of this AD, replace fuel tube before June 30, 2005.

Alternative Methods of Compliance

(j) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(k) You must use the Rolls-Royce service bulletins listed in Table 1 of this AD to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 1 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Rolls-Royce Deutschland Ltd. & Co KG, Eschenweg 11, D-15827 DAHLEWITZ, Germany; telephone 49 (0) 33-7086-1768; fax 49 (0) 33-7086-3356. You can review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*. Table 1 follows:

TABLE 1.—INCORPORATION BY REFERENCE

Service bulletin	Page number(s) shown on the page	Revision level shown on the page	Date shown on the page
TAY–73–1553, Total Pages: 11	ALL	2	April 23, 2003.
TAY–73–1593, Total Pages: 11	ALL	Original	April 23, 2003.

Related Information

(l) Luftfhart Bundesamt airworthiness directive No. 2002-358/5, dated November 18, 2003, and Rolls-Royce Deutschland Ltd. & Co KG Service Bulletin No. TAY-73-1592, dated April 30, 2003 also address the subject of this AD.

Issued in Burlington, Massachusetts, on February 1, 2005.
Francis A. Favara,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 05-2370 Filed 2-9-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

CORRECTION: Today, February 11, 2005, there is a typo in the AD number on page 7175, column one of the Federal Register (FR). The AD number should be **2005-03-11**. We will issue a correction to the FR. We have corrected this copy.

2005-03-11 Boeing: Amendment 39-13967. Docket No. FAA-2004-19446; Directorate Identifier 2004-NM-130-AD.

Effective Date

(a) This AD becomes effective March 18, 2005.

Affected ADs

(b) This AD supersedes AD 2004-05-10, amendment 39-13505.

Applicability

(c) This AD applies to Boeing Model 767-200 and -300 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin (ASB) 767-53A0026, Revision 5, dated January 29, 2004.

Unsafe Condition

(d) This AD was prompted by reports of cracking at "oil-can" boundaries on a Boeing Model 747 series airplane's aft pressure bulkhead, which is similar to the aft pressure bulkheads on Boeing Model 767 series airplanes. We are issuing this AD to detect and correct fatigue cracking of the aft pressure bulkhead, which could result in rapid depressurization of the airplane and possible damage or interference with the airplane control systems that penetrate the bulkhead, and consequent loss of controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Requirements of AD 2004-05-10

Detailed Inspections and Eddy Current Inspections

(f) Perform a detailed inspection for damage and cracking of the aft side of the aft pressure bulkhead and perform high frequency and low frequency eddy current inspections for cracking of the aft pressure bulkhead, in accordance with the Accomplishment Instructions of Boeing ASB 767-53A0026, Revision 5, dated January 29, 2004, at the later of the times specified in paragraph (f)(1) or (f)(2) of this AD. Thereafter, repeat these inspections at intervals not to exceed 1,800 flight cycles.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(1) Prior to the accumulation of 25,000 total flight cycles, or within 1,800 flight cycles after the most recent inspection done in accordance with AD 88-19-03 R1, amendment 39-6532, whichever occurs later; or

(2) Within 90 days after March 22, 2004 (the effective date of AD 2004-05-10).

Repair Requirements

(g) If any damage or cracking is detected during any inspections required by paragraph (f) of this AD: Before further flight accomplish the requirements of paragraph (g)(1) or (g)(2) of this AD, as applicable:

(1) For repairs within the limits of the Accomplishment Instructions of Boeing ASB 767-53A0026, Revision 5, dated January 29, 2004, repair in accordance with the ASB.

(2) For any repairs outside the limits, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or in accordance with data meeting the type certification basis of the airplane approved by an Authorized Representative (AR) for the Boeing Delegation Option Authorization (DOA) Organization who has been authorized by the FAA to make those findings. For a repair method to be approved, as required by this paragraph, the approval must specifically reference this AD.

New Requirements of This AD

"Oil-Can" Inspection and Repair

(h) Before the accumulation of 37,500 total flight cycles, or within 1,800 flight cycles after the effective date of this AD, whichever occurs later: Do a one-time detailed and surface high frequency eddy current inspections at all "oil-can" locations of the aft pressure bulkhead web for damage and cracks, in accordance with Figure 4 of the Accomplishment Instructions of the Boeing ASB 767-53A0026, Revision 5, dated January 29, 2004. All "oil-cans" must meet the limits specified in the service bulletin.

Note 2: An "oil-can" is an area on a pressure dome web that moves when pushed from the forward side.

(1) If no damage and no crack are found, no further action is required by this paragraph.

(2) If any damage or crack is found, before further flight, repair in accordance with the service bulletin, except as required by paragraph (i) of this AD.

(3) If any "oil can" does not meet the limits specified in the service bulletin, before further flight, repair the "oil can" in accordance with the service bulletin, except as required by paragraph (i) of this AD.

(i) Where the service bulletin specifies to contact Boeing for repair data, before further flight, repair the damage or crack in accordance with a method approved by the Manager, Seattle ACO, FAA; or in accordance with data meeting the type certification basis of the airplane approved by an AR for the Boeing DOA Organization who has been authorized by the FAA to make those findings. For a repair method to be approved, as required by this paragraph, the approval must specifically reference this AD.

(j) Inspections and repairs accomplished before the effective date of this AD in accordance with Boeing ASB 767-53A0026, Revision 4, dated March 27, 2003, are considered acceptable for compliance with paragraph (h) of this AD.

Determining the Number of Flight Cycles for Compliance Time

(k) For the purposes of calculating the compliance threshold for the actions required by paragraph (f) and (h) of this AD, the number of flight cycles in which cabin differential pressure is at 2.0 pounds per square inch (psi) or less must be counted when determining the number of flight cycles that have occurred on the airplane. Where the service bulletins and this AD differ, the AD prevails.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an AR for the Boeing DOA Organization who has been authorized by the FAA to make those findings.

(3) Alternative methods of compliance, approved previously in accordance with AD 2004-05-10, are approved as alternative methods of compliance for the corresponding requirements of this AD.

Material Incorporated by Reference

(m) You must use Boeing Alert Service Bulletin 767-53A0026, Revision 5, dated January 29, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register previously approved the incorporation by reference of this document on March 22, 2004 (69 FR 10321, March 5, 2004). For copies of the service information, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*. You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC.

Issued in Renton, Washington, on January 31, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2578 Filed 2-10-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

CORRECTION: Today, February 14, 2005, there is a typo in the AD number on pg. 7388, col. 1 of the Federal Register (FR). The AD number should be **2005-03-12**. We will issue a correction to the FR. We have corrected this copy.

2005-03-12 Airbus: Amendment 39-13968. Docket 2003-NM-256-AD.

Applicability

Model A330 series airplanes; and Model A340-200 and A340-300 series airplanes; certificated in any category; except those on which Airbus Modification 49694 has been installed.

Compliance

Required as indicated, unless accomplished previously.

To prevent fatigue failure of certain frame stiffener fittings, which could result in reduced structural integrity of the airplane, accomplish the following:

Initial and Repetitive Inspections

(a) Prior to the accumulation of 13,000 total flight cycles or within 6 months after the effective date of this AD, whichever occurs later: Conduct a high-frequency eddy current (HFEC) inspection for cracking of the FR12A stiffener fitting in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-53-3135, Revision 01, dated July 7, 2003 (for Model A330 series airplanes); or Airbus Service Bulletin A340-53-4141, Revision 02, dated August 13, 2004 (for Model A340-200 and A340-300 series airplanes); as applicable. Repeat the inspection at intervals not to exceed 10,000 flight cycles until the replacement required by paragraph (b) of this AD is accomplished; or until the optional terminating action in paragraph (d) of this AD is accomplished. The actions in paragraphs (b) and (d) of this AD constitute terminating action for the repetitive inspections only for the side on which the actions are taken.

Replacement

(b) If any cracking is detected during any inspection required by paragraph (a) of this AD: Before further flight, replace the affected FR12A stiffener with a new reinforced FR12A stiffener in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-53-3135, Revision 01, dated July 7, 2003; or Airbus Service Bulletin A340-53-4141, Revision 02, dated August 13, 2004; as applicable. Replacement of the stiffener constitutes terminating action for the repetitive inspections required by paragraph (a) of this AD, only for the side on which the replacement is made.

Follow-On Inspection

(c) For airplanes on which a new, reinforced stiffener is installed in accordance with paragraph (b) of this AD: Within 14,600 flight cycles following the installation, perform an HFEC inspection of the FR12A stiffener fitting for cracking, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-53-3135, Revision 01, dated July 7, 2003; or Airbus Service Bulletin A340-53-4141, Revision 02, dated August 13, 2004; as applicable. If any cracking is detected, before further flight, repair or replace the new reinforced stiffener with a new stiffener in a manner approved by either the Manager, International Branch, ANM-116, FAA; or the Direction Generale de l'Aviation Civile (or its delegated agent).

Optional Terminating Action

(d) Replacement of the FR12A stiffeners with new, reinforced stiffeners; installation of new reinforced junction fittings between FR12A/FR13 and FR13/FR13A at the stringer 26 level; and installation of a new shear web that joins the fitting to the cabin floor track; in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-53-3130, Revision 01, dated October 10, 2003; or Airbus Service Bulletin A340-53-4137, Revision 01, dated October 10, 2003; as applicable; constitutes terminating action for the inspection requirements of paragraphs (a) and (c) of this AD, only for the side on which the replacement and installations are made.

Actions Accomplished per Previous Issues of Service Bulletins

(e) Actions accomplished before the effective date of this AD in accordance with the Accomplishment Instructions of Airbus Service Bulletins A330-53-3130, dated May 26, 2003; A330-53-3135, dated May 26, 2003; A340-53-4137, dated May 26, 2003; A340-53-4141, dated May 26, 2003; or A340-53-4141, Revision 01, dated July 7, 2003; are considered acceptable for compliance only with the following requirements of this AD: The HFEC inspections required by paragraph (a) of this AD, the replacement required by paragraph (b) of this AD, and the actions in paragraph (d) of this AD.

No Reporting Requirements

(f) Although the Accomplishment Instructions of Airbus Service Bulletin A330-53-3135, Revision 01, dated July 7, 2003; and Airbus Service Bulletin A340-53-4141, Revision 02, dated August 13, 2004; describe procedures for submitting certain information to the manufacturer, this AD does not require those actions.

Alternative Methods of Compliance

(g) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(h) Unless otherwise specified in this AD, the actions must be done in accordance with the service information listed in Table 1 of this AD, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex,

France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Airbus Service Bulletin	Revision level	Date
A330–53–3130.	01	October 10, 2003.
A330–53–3135	01	July 7, 2003.
A340–53–4137	01	October 10, 2003.
A340–53–4141	02	August 13, 2004.

Note 1: The subject of this AD is addressed in French airworthiness directives 2003-205(B), dated May 28, 2003; and 2003-206(B), dated May 28, 2003.

Effective Date

(i) This amendment becomes effective on March 21, 2005.

Issued in Renton, Washington, on January 31, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2579 Filed 2-11-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

BOMBARDIER, INC.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-03-13 Bombardier, Inc. (Formerly Canadair): Amendment 39-13969. Docket No. FAA-2004-19763; Directorate Identifier 2004-NM-187-AD.

Effective Date

(a) This AD becomes effective March 23, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, serial numbers 7003 and subsequent; certificated in any category.

Unsafe Condition

(d) This AD was prompted by reports indicating that the links of the aileron power control unit (PCU) have failed. We are issuing this AD to prevent failure of both links of the aileron PCU, which could result in reduced lateral control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Repetitive Inspections

(f) Before the accumulation of 2,000 total flight hours, or within 550 flight hours after the effective date of this AD, whichever occurs later, do a detailed inspection for fractures and cracks of the links of the aileron PCU, in accordance with Part A of the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-27-130, Revision "B," including Appendices A and B, dated May 11, 2004. Repeat the detailed inspection thereafter at intervals not to exceed 1,000 flight hours.

Note 1: For the purposes of this AD, a detailed inspection is "an intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors magnifying lenses, etc. may be necessary. Surface cleaning and elaborate procedures may be required."

Corrective Action

(g) If any fractured or cracked link is detected during any inspection required by paragraph (f) of this AD, before further flight, replace the fractured/cracked link and do the applicable related investigative and corrective actions by doing all the actions in accordance with Part B of the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-27-130, Revision "B," including Appendices A and B, dated May 11, 2004; except as required by paragraph (h) of this AD.

(h) If any crack is found on the aileron lugs during any related investigative action required by paragraph (g) of this AD, and the service bulletin recommends contacting Bombardier for disposition: Before further flight, disposition and replace the cracked aileron lug in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA, or Transport Canada Civil Aviation (TCCA) (or its delegated agent).

Acceptable Revisions of the Referenced Service Bulletin

(i) Actions specified in paragraphs (f) and (g) of this AD done before the effective date of this AD in accordance with Bombardier Alert Service Bulletin A601R-27-130, Revision "A," including Appendices A and B, dated December 22, 2003; are acceptable for compliance with the corresponding requirements of paragraphs (f) and (g) of this AD.

(j) Accomplishment of the initial inspection of the links of the aileron PCU, and replacement if necessary, before the effective date of this AD in accordance with Bombardier Alert Service Bulletin A601R-27-130, including Appendices A and B, dated November 13, 2003, is acceptable for compliance with the corresponding requirements of paragraphs (f) and (g) of this AD; except as provided by paragraph (k) of this AD.

(k) Airplanes on which a fractured or cracked link of the aileron PCU was found that were not subject to an NDT inspection of the aileron lugs (i.e., related investigative action required by paragraph (h) of this AD) before the effective date of this AD must do an NDT inspection of the applicable lugs in accordance with paragraph (g) of this AD at the next repetitive detailed inspection of the link of the aileron PCU required by this AD.

Reporting

(l) Submit a report of the findings (both positive and negative) of the initial inspection required by paragraph (f) of this AD and any associated fractured or cracked link to Bombardier Aerospace Inc., c/o In-Service Engineering, 3rd floor, Dept. 508, 400 Cote Vertu Road West, Dorval, QC, Canada H4S 1Y9, at the applicable time specified in paragraph (l)(1) or (l)(2) of this AD. The report must be done in accordance with Appendices A and B of Bombardier Alert Service Bulletin A601R-27-130, Revision `B,' dated May 11, 2004. Under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the inspection was done after the effective date of this AD: Submit the report and any fractured/cracked link within 30 days after the inspection.

(2) If the inspection was accomplished prior to the effective date of this AD: Submit the report and any fractured/cracked link within 30 days after the effective date of this AD.

No Submission of Comment Sheets

(m) Although the service bulletin referenced in this AD specifies to submit comment and compliance sheets to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(n) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(o) Canadian airworthiness directive CF-2004-13, dated July 20, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(p) You must use Bombardier Alert Service Bulletin A601R-27-130, Revision `B,' including Appendices A and B, dated May 11, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*. You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC.

Issued in Renton, Washington, on January 31, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2580 Filed 2-15-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

CORRECTION: Today, February 14, 2005, the referenced "superseded AD" is incorrect on pg. 7385, col. 3 of the Federal Register (FR). **AD 2005-03-14 supersedes AD 2001-22-02**. We have corrected this copy.

2005-03-14 Airbus: Docket 2003-NM-16-AD. Amendment 39-13970. Supersedes AD 2001-22-02, Amendment 39-12481.

Applicability

Model A300 B2 and B4 series airplanes, certificated in any category; except those airplanes modified by Airbus Modification 12656.

Compliance

Required as indicated, unless accomplished previously.

To prevent failure of both spring boxes of certain VLAs due to corrosion damage, which could result in loss of rudder control and consequent reduced controllability of the airplane, accomplish the following:

Restatement of the Requirements of AD 2001-22-02

(a) Within 10 days after November 13, 2001 (the effective date of AD 2001-22-02, amendment 39-12481): Determine the part and amendment numbers of the VLA of the rudder control system to verify the parts were installed using the correct standard, in accordance with Airbus All Operators Telex (AOT) A300-27A0196, dated September 20, 2001; or in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-27-0196, Revision 01, dated November 13, 2002.

(1) If the part and amendment numbers shown are not correct, as specified in the AOT or the service bulletin, before further flight, do a detailed inspection of the VLA tie rod for damage (bent or ruptured rod) in accordance with the AOT or the service bulletin.

(i) If the tie rod is damaged, replace the VLA with a new VLA in accordance with the AOT or the service bulletin. Such replacement ends the requirements of this paragraph.

(ii) If the tie rod is not damaged, no further action is required by this paragraph.

(2) If the part and amendment numbers shown are correct, no further action is required by this paragraph.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate.

Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

New Requirements of This AD

(b) For airplanes having VLA spring boxes with any part number (P/N) other than 418473-20 or 418473-200: Within 500 flight hours after the effective date of this AD, do a detailed inspection of the tie rod for damage (bent or ruptured rod), by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Airbus Service Bulletin A300-27-0196, Revision 01, dated November 13, 2002. Repeat the inspection thereafter at intervals not to exceed 1,000 flight hours, until paragraph (f) of this AD has been accomplished.

Replacement or Repair

(c) If any damage is found to the VLA or the rudder control system during any inspection required by paragraph (a)(1) or (b) of this AD, before further flight, replace the VLA with a new VLA (including a follow-up test) by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Airbus Service Bulletin A300-27-0196, Revision 01, dated November 13, 2002.

No Reporting/Parts Return Requirements

(d) Although Airbus Service Bulletin A300-27-0196, Revision 01, dated November 13, 2002, describes procedures for submitting certain information to the manufacturer, and for returning certain parts to the manufacturer, this AD does not require those actions.

Terminating Modification

(e) Within 24 months after the effective date of this AD: Modify the applicable VLA, as required by either paragraph (e)(1) or (e)(2) of this AD, by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Airbus Service Bulletin A300-27-0198, dated December 1, 2003. Accomplishing this modification ends the repetitive inspections required by paragraph (b) of this AD.

(1) For any VLA having a spring box with P/N 418473-20 or 418473-200: Install a new identification plate and re-identify the VLA.

(2) For any VLA having a spring box with P/N 418473 or 418473-100: Modify the spring box and re-identify the VLA.

Note 2: Airbus Service Bulletin A300-27-0198, dated December 1, 2003, references Goodrich Actuation Systems Service Bulletin 27-21-1H, Revision 3, dated December 8, 2003, as an additional source of service information for accomplishing the modification.

Alternative Methods of Compliance

(f) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(g) Unless otherwise specified in this AD, the actions must be done in accordance with the service information in Table 1 of this AD. Copies may be obtained from Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Airbus service information	Revision level	Date
All Operators Telex A300–27A0196	Original	Sept. 20, 2001.
Service Bulletin A300–27–0196, excluding Appendix 01	01	Nov. 13, 2002.
Service Bulletin A300–27–0198	Original	Dec. 1, 2003.

(1) The incorporation by reference of Airbus Service Bulletin A300-27-0196, excluding Appendix 01, Revision 01, dated November 13, 2002; and Airbus Service Bulletin A300-27-0198, dated December 1, 2003; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Airbus All Operators Telex A300-27A0196, dated September 20, 2001, was approved previously by the Director of the Federal Register as of November 13, 2001 (66 FR 54416, October 29, 2001).

Note 3: The subject of this AD is addressed in French airworthiness directive F-2004-091(B), dated June 23, 2004.

Effective Date

(h) This amendment becomes effective on March 21, 2005.

Issued in Renton, Washington, on January 31, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2581 Filed 2-11-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

BAE SYSTEMS (OPERATIONS) LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-03-15 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-13971. Docket No. FAA-2004-19765; Directorate Identifier 2002-NM-72-AD.

Effective Date

(a) This AD becomes effective March 21, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to BAE Systems (Operations) Limited Model BAe 146 series airplanes and Model Avro 146-RJ series airplanes; certificated in any category; on which modification HCM01037A has been incorporated.

Unsafe Condition

(d) This AD was prompted by a report of chafing on the wing to fuselage fairing panels. We are issuing this AD to prevent chafing of the fuselage skin and reinforcing plates, which could lead to reduced structural integrity of the airplane's fuselage.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletin

(f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-162, dated September 12, 2001.

Repetitive Detailed Inspections

(g) Prior to the accumulation of 8,000 total flight cycles, or within 500 flight cycles after the effective date of this AD, whichever occurs later, do a detailed inspection to detect discrepancies (i.e., chafing outside the limits specified in the service bulletin, scoring, or cracking) of the fuselage skin

and reinforcing plates along the wing to fuselage fairing access panels on the left- and right-hand sides of the airplane, in accordance with the service bulletin. Repeat the detailed inspection thereafter at intervals not to exceed 4,000 flight cycles, until the terminating action specified in paragraph (i) of this AD has been done.

Note 1: For the purposes of this AD, a detailed inspection is "an intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors magnifying lenses, etc. may be necessary. Surface cleaning and elaborate procedures may be required."

Corrective Action

(h) If any discrepancy is found during the detailed inspection required by paragraph (g) of this AD, before further flight, repair according to a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Civil Aviation Authority (CAA) (or its delegated agent).

Optional Terminating Action and Follow-On Inspections

(i) Modify the fuselage skin at the wing-to-fuselage access panels, do the related repetitive investigative action, and do applicable corrective actions by accomplishing all the actions in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Modification Service Bulletin SB.53-162-01698A, Revision 1, dated January 31, 2002. These actions terminate the repetitive inspections required by paragraph (g) of this AD. Repeat the related repetitive investigative action (which involves inspecting the protective tape and sealant for damage) thereafter at intervals not to exceed 4,000 flight cycles.

No Reporting

(j) Although the service bulletin referenced in this AD specifies to submit an inspection report, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(k) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(l) British airworthiness directive 002-09-2001 also addresses the subject of this AD.

Material Incorporated by Reference

(m) You must use BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-162, dated September 12, 2001, to perform the actions that are required by this AD, unless the AD specifies otherwise. You must use BAE Systems (Operations) Limited Modification Service Bulletin SB.53-162-01698A, Revision 1, dated January 31, 2002, to perform the optional terminating actions

specified in this AD. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*. You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC.

Issued in Renton, Washington, on January 31, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2576 Filed 2-11-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

RAYTHEON AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-03-16 Raytheon Aircraft Company: Amendment 39-13972. Docket No. FAA-2004-19561; Directorate Identifier 2004-NM-50-AD.

Effective Date

(a) This AD becomes effective March 21, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Raytheon Model DH.125, HS.125, and BH.125 series airplanes; BAe.125 series 800A (C-29A and U-125) and 800B airplanes; and Hawker 800 (including variant U-125A) and 800XP airplanes; certificated in any category; equipped with TFE731 engines; as identified in Raytheon Service Bulletin SB 26-3496, dated November 2003.

Unsafe Condition

(d) This AD was prompted by a report indicating that insulation on the wire harness passing through the firewall fairlead ignited on the fuselage side of the firewall. We are issuing this AD to prevent a fire in the engine compartment from causing possible ignition of outgassing wire insulation on the fuselage side of the firewall, which could lead to an uncontrollable fire in the fuselage.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Installation of Insulating Blankets

(f) Within 12 months after the effective date of this AD, install insulating blankets on the engine compartment firewall and the wire harness passing through the firewall fairlead, by doing all the actions in accordance with the Accomplishment Instructions of Raytheon Service Bulletin SB 26-3496, dated November 2003.

No Reporting Requirement

(g) The service bulletin describes procedures for reporting accomplishment of the service bulletin to the manufacturer; however, this AD does not require that action.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(i) You must use Raytheon Service Bulletin SB 26-3496, dated November 2003, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Raytheon Aircraft Company, Department 62, P.O. Box 85, Wichita, Kansas 67201-0085. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*. You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC.

Issued in Renton, Washington, on January 31, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2577 Filed 2-11-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-04-01 Boeing: Amendment 39-13973. Docket No. FAA-2004-18759; Directorate Identifier 2003-NM-280-AD.

Effective Date

(a) This AD becomes effective March 23, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the airplanes listed in Table 1 of this AD, certificated in any category.

TABLE 1.—APPLICABILITY

Model—	As listed in—
(1) 707–E3A (military), –100, –100B, –300, –300B (–320B variant), and –300C series airplanes; and 720 series airplanes.	Boeing Alert Service Bulletin A3505, dated November 1, 2001.
(2) 707–100, –100B, –300, –300B (including –320B variant), and –300C series airplanes; and 720 and 720B series airplanes.	Boeing Service Bulletin 3513, dated November 6, 2003.
(3) 737–100, –200, –200C, –300, –400, and –500 series airplanes.	Boeing Service Bulletin 737–28A1174, Revision 1, dated July 18, 2002.
(4) 747–100, –100B, –100B SUD, –200B, –200C, –200F, –300, –400, –400D, and –400F series airplanes; and 747SP and 747SR series airplanes.	Boeing Alert Service Bulletin 747–28A2239, Revision 1, dated October 17, 2002.
(5) 747–400 and –400F series airplanes.	Boeing Alert Service Bulletin 747–28A2245, Revision 1, dated August 21, 2003.

Unsafe Condition

(d) This AD was prompted by our determination that this AD is necessary to reduce the potential for ignition sources inside fuel tanks. We are issuing this AD to prevent arcing or sparking at the interface between the bulkhead fittings of the engine fuel feed tube and the front spar inside the fuel tank of the wings and between the overwing fuel fill ports and the airplane structure during a lightning strike. Such arcing or sparking could provide a possible ignition source for the fuel vapor inside the fuel tank and cause consequent fuel tank explosions.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletins

(f) The term "service bulletin," as used in this AD, means the Work Instructions of the applicable service bulletins specified in the "As Listed In" column of Table 1 of this AD.

(g) Actions specified in paragraphs (h) through (i) of this AD that were done before the effective date of this AD in accordance with the applicable service information listed in Table 2 of this AD are acceptable for compliance with the applicable requirements of this AD.

TABLE 2.—ACCEPTABLE ORIGINAL ISSUES OF SERVICE BULLETINS

For model—	Boeing Alert Service Bulletin—
(1) 737–100, –200, –200C, –300, –400, and –500 series airplanes.	737–28A1174, dated December 20, 2001.
(2) 747–100, –100B, –100B SUD, –200B, –200C, –200F, –300, –400, –400D, and –400F series airplanes; and 747SP and 747SR series airplanes.	747–28A2239, dated November 29, 2001.
(3) 747–400 and –400F series airplanes.	747–28A2245, dated November 26, 2002.

Resistance Test, Other Specified Actions, and Corrective Actions

(h) For the airplanes identified in paragraphs (h)(1) through (h)(4) of this AD: Within 5 years after the effective date of this AD, do an electrical bonding resistance test between the bulkhead fittings of the engine fuel feed tube and the front spar inside the fuel tank of the wings to determine the resistance, and do other specified actions and applicable corrective actions, by accomplishing all the actions specified in paragraph 3.B. of the applicable service bulletin. Do the actions in accordance with the service bulletin, except as provided by paragraphs (j) and (k) of this AD. Do the applicable corrective actions before further flight.

(1) Model 707-E3A (military), -100, -100B, -300, -300B (-320B variant), and -300C series airplanes; and Model 720 series airplanes.

(2) Model 737-100, -200, -200C, -300, -400, and -500 series airplanes.

(3) Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, and -400F series airplanes; and Model 747SP and 747SR series airplanes.

(4) Model 747-400 and -400F series airplanes.

(i) For Model 707-100, -100B, -300, -300B (including -320B variant), and -300C series airplanes; and Model 720 and 720B series airplanes: Within 5 years after the effective date of this AD, do an electrical bonding resistance test of the over-wing fuel fill ports for the wing tanks No. 1 and No. 4 and the center wing tank to determine the resistance, and do applicable corrective actions, by accomplishing all the actions specified in paragraph 3.B. of the applicable service bulletin. Do the actions in accordance with the service bulletin, except as provided by paragraphs (j) and (k) of this AD. Do the applicable corrective actions before further flight. Repeat the electrical bonding resistance test thereafter at intervals not to exceed 14,000 flight hours.

FAA-Accepted Equivalent Procedures

(j) Operators may use their own FAA-accepted equivalent procedures for draining the fuel tanks and gaining access to the fuel tanks.

No Identification of Front Spar

(k) Although the service bulletin referenced in this AD specifies to identify the front spar on the visible forward surface with the service bulletin number or equivalent, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(l) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(m) You must use the service information that is specified in Table 3 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of those documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*. You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC.

TABLE 3.—MATERIAL INCORPORATED BY REFERENCE

Boeing—	Revision level	Date
(1) Alert Service Bulletin A3505	Original	November 1, 2001.
(2) Service Bulletin 3513	Original	November 6, 2003.
(3) Service Bulletin 737–28A1174	Revision 1	July 18, 2002.
(4) Alert Service Bulletin 747–28A2239	Revision 1	October 17, 2002.
(5) Alert Service Bulletin 747–28A2245	Revision 1	August 21, 2003.

Issued in Renton, Washington, on January 26, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2831 Filed 2-15-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

DASSAULT AVIATION
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-04-02 Dassault Aviation [Formerly Avions Marcel Dassault-Breguet Aviation (AMD/BA)]: Amendment 39-13974. Docket No. FAA-2004-19177; Directorate Identifier 2002-NM-202-AD.

Effective Date

(a) This AD becomes effective March 25, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Dassault Model Falcon 10 series airplanes, certificated in any category.

Unsafe Condition

(d) This AD was prompted by reports of failure of the piston rod of the drag strut actuator of the nose landing gear (NLG). We are issuing this AD to prevent cracking and/or fracture of the piston rod of the drag strut actuator of the NLG, which could result in a gear-up landing, structural damage, and possible injury to passengers and crew.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Airplane Flight Manual (AFM) Revision

(f) Within 5 days after the effective date of this AD: Revise the Limitations Section of the Falcon 10 AFM by incorporating Dassault Temporary Change (TC) 24, dated March 1, 2002, into the AFM. That TC provides procedures to the flightcrew for touchdown using the main landing gear to avoid a three-point landing. Thereafter, operate the airplane in accordance with the limitations specified in the AFM revision.

(g) When the information in TC 24 has been included in general revisions of the AFM, the TC may be removed from the AFM, provided the relevant information in the general revision is identical to that in TC 24.

Repetitive Inspections

(h) Within 7 months after the effective date of this AD: Do an ultrasonic inspection of the piston rod of the drag strut actuator of the NLG for cracks in accordance with Dassault Service Bulletin F10-294, dated March 20, 2002. After the initial inspection has been done, the TC required by paragraph (f) of this AD may be removed from the AFM.

(1) If any crack is found: Before further flight, replace the cracked drag strut actuator with an airworthy part having the same part number, or do the terminating modification specified in paragraph (i) of this AD.

(2) If no crack is found: Repeat the inspection thereafter at intervals not to exceed 700 landings on the drag strut actuator.

Terminating Modification

(i) Accomplishment of the modification of the drag strut actuator in accordance with Dassault Service Bulletin F10-297, dated October 1, 2003, and prior or concurrent accomplishment of the related modification in accordance with Messier-Hispano-Bugatti Falcon 10 Service Bulletin 511-32-26, dated November 9, 1979, ends the repetitive inspections required by paragraph (h)(2) of this AD.

Additional Source of Service Information

(j) Messier-Dowty Service Bulletin 747721-32-057, dated February 5, 2003, is referenced in Dassault Service Bulletin F10-294 as an additional source of service information for replacing the drag strut actuator rod.

Actions Not Required

(k) Dassault Service Bulletin F10-294 recommends returning the drag strut actuator to the component repair agent for replacement if a crack is found, but this AD requires doing the terminating modification specified in paragraph (i) of this AD.

(l) Dassault Service Bulletins F10-294 and F10-297 recommend submitting certain inspection results to the manufacturer. This AD does not require those actions.

Alternative Methods of Compliance (AMOCs)

(m) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(n) French airworthiness directive 2002-137(B) dated March 20, 2002, also addresses the subject of this AD.

Material Incorporated by Reference

(o) You must use the service information that is specified in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of those documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*. You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Service information	Revision level	Date
Dassault Service Bulletin F10–294	Original	Mar. 20, 2002.
Dassault Service Bulletin F10–297	Original	Oct. 1, 2003.
Dassault Temporary Change 24 to the Falcon 10 Airplane Flight Manual.	Original	Mar. 1, 2002.
Messier-Hispano-Bugatti Falcon 10 Service Bulletin 511–32–26	Original	Nov. 9, 1979.

Issued in Renton, Washington, on February 3, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2844 Filed 2-17-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-04-03 Boeing: Amendment 39-13975. Docket No. FAA-2004-18999; Directorate Identifier 2003-NM-259-AD.

Effective Date

(a) This AD becomes effective March 25, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model 747-400, -400D, and -400F series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 747-27A2386, dated March 13, 2003.

Unsafe Condition

(d) This AD was prompted by a report indicating that, after takeoff, an airplane was required to return to the airport because the autopilot disengaged. The report also indicated that, after selecting flaps for landing, the flaps indication display did not indicate the flap setting, requiring the airplane to land in alternate flap mode. We are issuing this AD to prevent disconnection of autoland/autopilot functions and loss of primary flaps control and flaps indication display due to disengagement of all three flap control units (FCUs) at the same time, which could lead to a non-normal high speed landing with the flaps retracted, increased pilot workload, and possible runway departure at high speeds during landing.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Replace FCU

(f) At the earliest of the times specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD: Replace at least one FCU having P/N 285U0011-207 with a new or modified FCU having P/N 285U0011-208 in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-27A2386, dated March 13, 2003.

(1) Within 60 months after the effective date of this AD.

(2) Within 25,000 flight hours after the effective date of this AD.

(3) Within 4,000 flight cycles after the effective date of this AD.

Note 1: Boeing Alert Service Bulletin 747-27A2386, dated March 13, 2003, refers to Boeing Component Service Bulletin 285U0011-27-06, dated March 13, 2003, as an additional source of service information for modifying an FCU having P/N 285U0011-207 to P/N 285U0011-208.

Actions Required Before or Concurrently With Paragraph (f)

(g) For airplanes identified in Boeing Service Bulletin 747-27-2319, dated January 24, 1991: Before or concurrent with the accomplishment of paragraph (f) of this AD, replace the three FCUs having P/N 285U0011-205 or 285U0011-206 with new or modified FCUs having P/N 285U0011-207 in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-27-2319, dated January 24, 1991.

Note 2: Boeing Service Bulletin 747-27-2319, dated January 24, 1991, refers to Boeing Component Service Bulletin 285U0011-27-04, dated January 24, 1991, as an additional source of service information for modifying the FCUs having P/N 285U0011-205 or 285U0011-206 to P/N 285U0011-207.

Parts Installation

(h) As of the effective date of this AD, no person may install on any airplane an FCU having P/N 285U0011-205 or -206.

Alternative Methods of Compliance (AMOCs)

(i) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(j) You must use Boeing Alert Service Bulletin 747-27A2386, dated March 13, 2003; and Boeing Service Bulletin 747-27-2319, dated January 24, 1991; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Boeing Commercial Airplanes, PO Box 3707, Seattle, Washington 98124-2207. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*. You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC.

Issued in Renton, Washington, on February 3, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2843 Filed 2-17-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

SAAB AIRCRAFT AB
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-04-04 SAAB Aircraft AB: Amendment 39-13976. Docket No. FAA-2004-19447; Directorate Identifier 2004-NM-97-AD.

Effective Date

(a) This AD becomes effective March 23, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Model SAAB SF340A and SAAB 340B series airplanes, certificated in any category.

Unsafe Condition

(d) This AD was prompted by a report that disbonding of the elastomer from the inner metal core and shim of certain engine vibration isolators (mounts) has occurred within a few hundred hours of operation, causing heavy chafing of the engine support system and chafing of the fire sensor loop. We are issuing this AD to prevent reduced integrity of the fire-shielding capacity of the engine nacelle structure and a possible fire detector fault.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection

(f) Within 500 flight hours after the effective date of this AD, perform a one-time inspection to determine the part and serial numbers of certain engine vibration mounts, and the cure dates of certain molded assemblies incorporated in those engine mounts; and a general visual inspection for chafing of the nacelle structure and fire sensor loop; and related corrective actions, as applicable; in accordance with the Accomplishment Instructions of Saab Service Bulletin 340-71-059, dated May 16, 2003. Corrective actions must be accomplished prior to further flight.

Note 1: Saab Service Bulletin 340-71-059 refers to Barry Controls Service Letter 93948-71-05, dated April 30, 2003, as an additional source of service information.

Note 2: For the purposes of this AD, a general visual inspection is "a visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normal available lighting conditions such as daylight, hangar lighting, flashlight or droplight and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked."

Parts Installation

(g) As of the effective date of this AD, no person may install on any airplane an engine vibration mount unless the part and serial number of the engine vibration mount, and the cure date of the molded assembly incorporated in the engine mount, have been determined and any applicable corrective action accomplished before further flight, in accordance with the requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(i) Swedish airworthiness directive SAD 1-192, dated May 16, 2003, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Saab Service Bulletin 340-71-059, dated May 16, 2003, including Attachment 1, dated April 30, 2003; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Saab Aircraft AB, SAAB Aircraft Product Support, S-581.88, Linkoping, Sweden. For information on the availability of this material at the National Archives and Records Administration (NARA), call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

You may view the AD docket at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC.

Issued in Renton, Washington, on January 31, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2832 Filed 2-15-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

EMPRESA BRASILEIRA DE AERONAUTICA S.A. (EMBRAER)
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-04-05 Empresa Brasileira De Aeronautica S.A. (Embraer): Amendment 39-13977. Docket 2003-NM-237-AD.

Applicability: Model EMB-135 and -145 series airplanes, with air turbine starter (ATS) units having part numbers (P/N) 3505910-4 or -5; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent a flash fire in the nacelle, which would result in the flightcrew shutting down the engine during flight, and consequent reduced controllability of the airplane, accomplish the following:

Service Bulletin Reference

(a) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of the following service bulletins, as applicable:

(1) For the detailed inspection and replacements specified in paragraphs (b), (c) and (d) of this AD: For Model EMB-135 BJ series airplanes, EMBRAER Service Bulletin 145LEG-80-0001, Revision 01, dated April 10, 2003; and for all other affected airplanes, EMBRAER Service Bulletin 145-80-0005, Revision 02, dated September 16, 2003.

(2) For the replacement specified in paragraph (e) of this AD: For Model EMB-135 BJ series airplanes, EMBRAER Service Bulletin 145LEG-80-0002, dated October 2, 2003; and for all other affected airplanes, EMBRAER Service Bulletin 145-80-0006, dated October 2, 2003.

Note 1: These service bulletins refer to Honeywell Service Bulletin 3505910-80-1789, dated August 19, 2003, as an additional source of service information. The Honeywell service bulletin is included in the EMBRAER service bulletins. Although this Honeywell service bulletin specifies to submit certain information to the manufacturer, this AD does not include such a requirement.

Repetitive Detailed Inspection

(b) Within 200 flight hours or 90 days after the effective date of this AD, whichever occurs first: Perform a detailed inspection of the oil in the air turbine starter (ATS) to determine the quantity of oil and to determine the amount of debris contamination in the oil in accordance with the applicable service bulletin. Repeat the inspection at intervals not to exceed 500 flight hours or 180 days, whichever occurs first.

Note 2: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Oil Replacement if Oil Quantity Is Correct and No Excessive Debris Is Found

(c) If, during the inspection required by paragraph (b) of this AD, no oil debris contamination is found that is in excess of the limits allowed by the applicable service bulletin; and if the amount of oil in the ATS is correct: Prior to further flight, replace the oil in the ATS with new oil, in accordance with the applicable service bulletin.

ATS Replacement if Oil Quantity Is Incorrect or if Excessive Debris Is Found

(d) If, during the inspection required by paragraph (b) of this AD, the oil quantity is found to be incorrect; or if oil debris contamination is found that is in excess of the limits allowed by the applicable service bulletin: Replace the ATS with a new or serviceable ATS having part number (P/N) 3505910-4, P/N 3505910-5, or P/N 3505910-6, at the times specified in and in accordance with the applicable service bulletin. If an affected ATS has less than 400 flight hours since new or last overhaul, the "penalty run" test may be performed before further flight and the ATS replaced at the times specified in and in accordance with the applicable service bulletin.

Terminating Action

(e) Within 26 months after the effective date of this AD, replace any ATS having P/N 3505910-4 or -5 with a new ATS having P/N 3505910-6 in accordance with the applicable service bulletin. This replacement constitutes terminating action for the repetitive detailed inspections required by paragraph (b) of this AD.

Actions Accomplished per Previous Issue of Service Bulletin 145-80-0005

(f) Actions accomplished before the effective date of this AD per EMBRAER Service Bulletin 145-80-0005, Revision 01, dated April 10, 2003, are considered acceptable for compliance with the corresponding actions specified in this AD.

Alternative Methods of Compliance

(g) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(h) The actions shall be done in accordance with the service information specified in Table 1 of this AD, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343–CEP 12.225, Sao Jose dos Campos–SP, Brazil. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

EMBRAER service bulletin	Revision level	Date
145–80–0005	02	Sept. 16, 2003.
145–80–0006	Original	Oct. 2, 2003.
145LEG–80–0001.	01	Apr. 10, 2003.
145LEG–80–0002.	Original	Oct. 2, 2003.

Note 3: The subject of this AD is addressed in Brazilian airworthiness directive 2003-07-01R1, dated December 23, 2003.

Effective Date

(i) This amendment becomes effective on March 24, 2005.

Issued in Renton, Washington, on February 2, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2842 Filed 2-16-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

GULFSTREAM AEROSPACE CORPORATION
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-04-06 Gulfstream Aerospace Corporation: Amendment 39-13978. Docket No. FAA-2005-20280; Directorate Identifier 2004-NM-254-AD.

Effective Date

(a) This AD becomes effective February 23, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Gulfstream Model GV-SP series airplanes, certificated in any category; with serial numbers 5001 through 5062 inclusive.

Unsafe Condition

(d) This AD was prompted by a report indicating that all four cockpit flight panel displays went blank simultaneously. There were also two reports of similar incidents occurring on the ground. The FAA is issuing this AD to prevent a software error from blanking the cockpit display units, which will result in a reduction of the flightcrew's situational awareness, and possible loss of control of the airplane. We are also issuing this AD to address noise interference in the avionics standard communication bus (ASCB), which can interfere with the display recovery after a blanking event and consequently extend the time that the displays remain blank. In addition, we are issuing this AD to ensure that the flightcrew is advised of the procedures necessary to address blank cockpit display units.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Initial and Repetitive Inspections

(f) Within 50 flight hours after the effective date of this AD, and thereafter at intervals not to exceed 60 days: Do an inspection of the ASCB for any noise interference indications in accordance with the Accomplishment Instructions of Gulfstream G500 Alert Customer Bulletin 2, dated October 27, 2004, including Appendix A; or Gulfstream G550 Alert Customer Bulletin 2, dated October 27, 2004, including Appendix A; as applicable. If any noise interference indication is found during any inspection required by this AD, before further flight, repair the ASCB according to a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA.

Airplane Flight Manual (AFM) Revisions

(g) Within 72 hours after the effective date of this AD, revise sections of the applicable AFM in accordance with the actions required in paragraphs (g)(1), (g)(2), (g)(3), and (g)(4) of this AD. Any further revisions to the AFM must contain the identical procedures in the applicable sections of the AFM revisions as required by this AD.

Note 1: This may be accomplished by inserting a copy of Gulfstream G500 AFM GAC-AC-G500-OPS-0001, Revision 7, dated December 28, 2004; or Gulfstream G550 AFM GAC-AC-G550-OPS-0001, Revision 9, dated December 28, 2004; as applicable; into the applicable AFM.

(1) Revise the Limitations section of the Gulfstream G500 AFM and the Gulfstream G550 AFM by inserting a copy of the procedures in Section 1-34-140, "3-in-1" Integrated Standby Instrument System (SFD), of Gulfstream G500 AFM GAC-AC-G500-OPS-0001, Revision 7, dated December 28, 2004; or Section 1-34-140, "3-in-1" Integrated Standby Instrument System (SFD), of Gulfstream G550 AFM GAC-AC-G550-OPS-0001, Revision 9, dated December 28, 2004; as applicable; in the applicable AFM.

(2) Revise the Limitations section of the Gulfstream G500 AFM and the Gulfstream G550 AFM by inserting a copy of the procedures in Section 1-101-10, Checklist Compliance, of Gulfstream G500 AFM GAC-AC-G500-OPS-0001, Revision 7, dated December 28, 2004; or Section 1-101-10, Checklist Compliance, of Gulfstream G550 AFM GAC-AC-G550-OPS-0001, Revision 9, dated December 28, 2004; as applicable; in the applicable AFM.

(3) Revise the Abnormal Procedures section of the Gulfstream G500 AFM and the Gulfstream G550 AFM by inserting a copy of the procedures in Section 3-16-150, Loss of All Display Units (DUs), of Gulfstream G500 AFM GAC-AC-G500-OPS-0001, Revision 7, dated December 28, 2004; or Section 3-16-150, Loss of All Display Units (DUs), of Gulfstream G550 AFM GAC-AC-G550-OPS-0001, Revision 9, dated December 28, 2004; as applicable; in the applicable AFM.

(4) Revise the Normal Procedures section of the Gulfstream G500 AFM and the Gulfstream G550 AFM by inserting a copy of the procedures contained in the applicable "Section" listed in Table 1 of this AD.

TABLE 1.—AFM REVISIONS

Section	Applicable Gulfstream AFM
Section 02–04–20, Taxi/Before Takeoff	G500 AFM GAC–AC–G500–OPS–0001, as specified in Revision 7, dated December 28, 2004.
Section 02–04–20, Taxi/Before Takeoff	G550 AFM GAC–AC–G550–OPS–0001, as specified in Revision 9, dated December 28, 2004.
Section 02–05–30, Descent	G500 AFM GAC–AC–G500–OPS–0001, as specified in Revision 7, dated December 28, 2004.
Section 02–05–30, Descent	G550 AFM GAC–AC–G550–OPS–0001, as specified in Revision 9, dated December 28, 2004.
Section 02–05–50, Before Landing	G500 AFM GAC–AC–G500–OPS–0001, as specified in Revision 7, dated December 28, 2004.
Section 02–05–50, Before Landing	G550 AFM GAC–AC–G550–OPS–0001, as specified in Revision 9, dated December 28, 2004.

Note 2: Instead of inserting the AFM procedures required by this AD into the AFM, use of the information contained in Gulfstream G550 AFM GAC-AC-JAA-550-OPS-0001, Revision 2, dated January 12, 2005, is considered acceptable for airplanes operated under/in accordance with Joint Aviation Authority/European Aviation Safety Agency (EASA) regulations/supervision/oversight.

Terminating Action

(h) Within 90 days or 300 flight hours after the effective date of this AD, whichever occurs first, do the actions required in paragraphs (h)(1) and (h)(2). Doing the actions in paragraphs (h)(1) and (h)(2) ends the requirements of paragraph (f) of this AD, and the AFM revisions required by paragraphs (g)(1), (g)(2), and (g)(4) of this AD may be removed from the AFMs.

(1) Install an avionics software update for the Honeywell Primus Epic system in accordance with the Modification Instructions of Gulfstream G500 Aircraft Service Change 902, dated December 30, 2004; or Gulfstream G550 aircraft Service Change 902, dated December 30, 2004; as applicable.

(2) Concurrent with the actions required in paragraph (h)(1) of this AD, install hardware upgrades for the Honeywell Primus Epic system in accordance with the Modification Instructions of Gulfstream G500 Aircraft Service Change 043, dated December 30, 2004; or Gulfstream G550 Aircraft Service Change 043, dated December 30, 2004; as applicable.

No Reporting

(i) Although the customer bulletins referenced in this AD specify to submit certain information to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(j) The Manager, Atlanta ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(k) You must use the service information that is specified in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. (The appendices to the Gulfstream alert customer bulletins are not dated.) The Director of the Federal Register approves the incorporation by reference of those documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the service information, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, Georgia 31402-2206. You can review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Gulfstream service information	Pages	Revision level	Date
G500 Airplane Flight Manual GAC–AC–G500–OPS–0001.	List of Effective Pages; Pages A through H	Revision 7	December 28, 2004.
G500 Alert Customer Bulletin 2, including Appendix A.	1–2; 1–4 (appendix)	Original	October 27, 2004.
G500 Aircraft Service Change 043	1–8	Original	December 30, 2004.
G500 Aircraft Service Change 902	1–6	Original	December 30, 2004.
G550 Airplane Flight Manual GAC–AC–G550–OPS–0001.	List of Effective Pages; Pages A through H	Revision 9	December 28, 2004.
G550 Alert Customer Bulletin 2, including Appendix A.	1–2; 1–4 (appendix)	Original	October 27, 2004.
G550 Aircraft Service Change 043	1–8	Original	December 30, 2004.
G550 Aircraft Service Change 902	1–6	Original	December 30, 2004.

Issued in Renton, Washington, on February 8, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2761 Filed 2-15-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

BOMBARDIER, INC.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-04-07 Bombardier, Inc. (Formerly Canadair): Amendment 39-13979. Docket No. FAA-2005-20276; Directorate Identifier 2005-NM-023-AD.

Effective Date

(a) This AD becomes effective February 22, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes and Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, & CL-604) series airplanes; certificated in any category.

Unsafe Condition

(d) This AD was prompted by a report that even small amounts of frost, ice, snow, or slush on the wing leading edges or forward upper wing surfaces can cause an adverse change in the stall speeds, stall characteristics, and the protection provided by the stall protection system. The FAA is issuing this AD to prevent possible loss of control on take-off resulting from even small amounts of frost, ice, snow, or slush on the wing leading edges or forward upper wing surfaces.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Revision to Airplane Flight Manual (AFM)

(f) Within 5 days after the effective date of this AD, revise the applicable Bombardier AFMs, Chapter 2 Limitations–Operating Limitations section, by inserting a copy of the new cold weather operations limitation specified in the Canadair (Bombardier) temporary revisions (TRs) listed in Table 1 of this AD. Thereafter, operate the airplanes per the limitation specified in the applicable TR, except as provided by paragraph (g) of this AD.

TABLE 1.—TRS

Bombardier model	TR	AFM
CL–600–1A11 (CL–600) series airplanes	600/21, February 4, 2005	PSP 600 (US)
CL–600–1A11 (CL–600) series airplanes	600–1/16, February 4, 2005	PSP 600–1 (US)
CL–600–2A12 (CL–601) series airplanes	601/13, February 4, 2005	PSP 601–1B–1
CL–6002A12 (CL–601) series airplanes	601/14, February 4, 2005	PSP 601–1A–1
CL–600–2A12 (CL–601) series airplanes	601/18, February 4, 2005	PSP 601–1B
CL–600–2A12 (CL–601) series airplanes	601/26, February 4, 2005	PSP 601–1A
CL–600–2B16 (CL–601–3A and CL–601–3R) series airplanes	601/24, February 4, 2005	PSP 601A–1
CL–600–2B16 (CL–601–3A and CL–601–3R) series airplanes	601/25, February 4, 2005	PSP 601A–1–1
CL–600–2B16 (CL–604) series airplanes	604/17, February 4, 2005	PSP 604–1
CL–600–2B19 (Regional Jet Series 100 & 440)	RJ/149–1, February 1, 2005	CSP A–012

Note 1: When information identical to that in a TR specified in paragraph (f) of this AD has been included in the general revisions of the applicable AFM, the general revisions may be inserted into the AFM, and the TR may be removed from that AFM.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(h) Canadian airworthiness directives CF-2005-01, dated February 2, 2005, and CF-2005-03, dated February 8, 2005, also address the subject of this AD.

Material Incorporated by Reference

(i) You must use the Canadair (Bombardier) temporary revisions to the applicable Bombardier airplane flight manuals specified in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. For copies of the temporary revisions, contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. You can review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

TABLE 2.—MATERIAL INCORPORATED BY REFERENCE

Temporary revision	Airplane flight manual
RJ/149–1, February 1, 2005	CL–600–2B19 (Regional Jet Series 100 & 440), CSP A–012
600/21, February 4, 2005	CL–600–1A11 (CL–600), PSP 600 (US)
600–1/16, February 4, 2005	CL–600–1A11 (CL–600), PSP 600–1 (US)
601/13, February 4, 2005	CL–600–2A12 (CL–601), PSP 601–1B–1
601/14, February 4, 2005	CL–600–2A12 (CL–601), PSP 601–1A–1
601/18, February 4, 2005	CL–600–2A12 (CL–601), PSP 601–1B
601/24, February 4, 2005	CL–600–2B16 (CL–601–3A and CL–601–3R), PSP 601A–1
601/25, February 4, 2005	CL–600–2B16 (CL–601–3A and CL–601–3R), PSP 601A–1–1
601/26, February 4, 2005	CL–600–2A12 (CL–601), PSP 601–1A
604/17, February 4, 2005	CL–600–2B16 (CL–604), PSP 604–1

Issued in Renton, Washington, on February 10, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-2964 Filed 2-16-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-04

BOEING
AIRWORTHINESS DIRECTIVE
EMERGENCY
LARGE AIRCRAFT

2005-04-51 BOEING: Docket No. FAA-2005-20431; Directorate Docket No. 2005-NM-040-AD.

Effective Date

(a) Emergency airworthiness directive (AD) 2005-04-51, issued on February 17, 2005, is effective immediately upon receipt.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 747-100B SUD, -200C, -200F, and -300 series airplanes, line numbers 1 through 685 inclusive; and Boeing Model 747-200B series airplanes, line numbers 271, 276, 336, 344, 369, 389, 397, 474, 491, 518, 521, and 539; certificated in any category.

Unsafe Condition

(d) This AD was prompted by reports of large cracks common to fuselage frames in the upper deck area. The Federal Aviation Administration is issuing this AD to detect and correct fatigue cracks in the frames and body skin at body stations (BS) 420, 440, and 460 between stringers S-8 and S-12 inclusive, which could lead to severed frames, and consequent rapid decompression and loss of the structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Repetitive External Detailed Inspections

(f) Before the accumulation of 8,000 total flight cycles, or within 10 flight cycles after receipt of this AD, whichever occurs later, do an external detailed inspection for cracked skin or loose or missing fasteners of the body skin between BS 420 and 460 inclusive and between stringers S-8 and S-12 inclusive on the left and right sides of the airplane. Repeat the external detailed inspection thereafter at intervals not to exceed 25 flight cycles.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Corrective Actions

(g) If any cracked skin or loose or missing fastener is detected during any external detailed inspection required by paragraph (f) of this AD, before further flight, do a surface HFEC inspection for cracks in the frames at BS 420, 440, and 460 between stringers S-8 and S-12 on the left and right sides of the airplane, in accordance with paragraph 2. and Notes 2 and 3 of Figure 17 of the Accomplishment Instructions of Boeing Alert Service bulletin 747-53A2265, Revision 9, dated February 17, 2005, except as provided by Note 1 of Figure 17 of the service bulletin. Accomplishing the surface HFEC inspection ends the repetitive inspections required by paragraph (f) of this AD.

(1) If no cracked frame is found, before further flight, repair the cracked skin and replace the loose or missing fasteners with new fasteners, as applicable, in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or in accordance with data meeting the certification basis of the airplane approved by an Authorized Representative (AR) for the Boeing Delegation Option Authorization (DOA) Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically reference this AD.

(2) If any cracked frame is found, before further flight, repair the cracked frame and skin and replace the loose or missing fasteners with new fasteners, as applicable, in accordance with a method approved by the Manager, Seattle ACO, FAA; or in accordance with data meeting the certification basis of the airplane approved by an Authorized Representative for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically reference this AD.

Terminating Action

(h) Modification in Zone 2 in accordance with Boeing Service Bulletin 747-53-2272, dated January 12, 1987, through Revision 18, dated May 16, 2002, constitutes terminating action for the requirements of this AD.

Note 2: Paragraph H. of AD 91-11-01, amendment 39-6887 refers to Boeing Service Bulletin 747-53-2272, dated January 12, 1987, as the appropriate source of service information for accomplishing the optional terminating action in that AD. AD 90-06-06, amendment 39-6490, refers to Boeing Service Bulletin 747-53-2272, Revision 12, dated December 22, 1988; or earlier revisions; as an appropriate source of service information for accomplishing the mandatory terminating action in that AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Contact Information

(j) For technical information about this AD, contact: Ivan Li, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 917-6437; fax (425) 917-6590. For service information identified in this AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207.

Issued in Renton, Washington, on February 17, 2005.

Original Signed By:

Ali Bahrami,
Manager,
Transport Airplane Directorate,
Aircraft Certification Service.